

Highest Multiple Vehicle Cross Centerline (MVCC) Crash Density Corridors

Rural Primary Two-lane and Paved Secondary Roads

2001 to 2009

JURISDICTION	LENGTH (miles)	DISTRICT	COUNTY	ROUTE	FROM	TO	TOTAL MULTI- VEHICLE CROSS CENTERLINE CRASHES	TOTAL INTERSECTION- RELATED MVCC CRASHES*	FATAL/MAJOR INJURY MVCC CRASHES*	ANNUAL MULTI- VEHICLE CROSS CENTERLINE CRASH DENSITY (CRASHES/MI/YR)	POTENTIAL REMEDIES	ESTIMATED COST	IMPEDIMENTS	Status/ Program Fiscal Year	ADDITIONAL DETAILS
SECONDARY	1.243	1	WEBSTER	QUAIL AVE	~0.05 MI NORTH OF NW RAMP CURV (US 20)	~0.2 MI SOUTH OF 220TH ST (Just south of the SE corner of Fort Dodge)	10	0	4	0.894	(1)	\$12,430.00	(2)		
SECONDARY	1.128	4	HARRISON	LOESS HILLS TRL	HARRISON/POTTAWATTAMIE CO LINE	~0.3 MI SOUTH OF KERMIT PL (Just south of Missouri Valley)	6	0	1	0.591	(1)	\$11,280.00	(2)		
PRIMARY	2.172	1	TAMA	US 30	~0.3 MI EAST OF F AVE AND ~0.3 MI EAST OF MP-198	~0.3 MI EAST OF H AVE AND ~0.45 MI WEST OF MP-201 (Just to the west of Tama)	10	2	3	0.512	(1)	\$21,720.00	(2)		
PRIMARY	1.496	3	PLYMOUTH	IOWA 404	IA 60	END OF ROAD (At intersection with Plymouth St. in Le Mars)	6	2	0	0.446	(1)	\$14,960.00	(2)		Spot overlays and patches (2011), bridge deck overlay and guardrail (2012)
PRIMARY	2.554	3	SIOUX	US 75	450TH ST AND ~0.13 MI NORTH OF MP-133	~0.5 MI NORTH OF 430TH ST AND ~0.4 MI NORTH OF MP-135 (between Sioux Center and Maurice)	6	0	0	0.261	(1)	\$25,540.00	(2)		
PRIMARY	5.137	5	WAPELLO	US 63	DAVIS/WAPELLO CO LINE AND ~0.25 MI NORTH OF MP-27	~0.3 MI SOUTH OF RIVER RD AND ~0.1 MI SOUTH OF MP-32 (Just south of the SE corner of Ottumwa)	12	2	3	0.260	(1)	\$51,370.00	(2)	2011	4-lane PMT underway by consultant, CH2M Hill
PRIMARY	5.704	6	JOHNSON	US 6	~0.2 MI NW OF INTERSECTION OF OSAGE ST/TAFT AVE AND ~0.4 MI NW OF MP-257 (Just to the SE of Iowa City)	CEDAR/JOHNSON CO LINE RD AND ~0.3 MI SE OF MP-262	13	5	3	0.253	(1)	\$57,040.00	(2)		
PRIMARY	7.656	4	HARRISON	US 30	IOWA/NEBRASKA BORDER @ MP-0	~0.6 MI WEST OF ITALY AVE AND ~0.4 MI WEST OF MP-8 (to the west of Missouri Valley)	16	1	7	0.232	(1)	\$76,560.00	(2)		
PRIMARY	3.463	5	DAVIS	US 63	FLORIS RD AND ~0.3 MI NORTH OF MP-23 (Just west of Floris)	WAPELLO/DAVIS CO LINE AND ~0.25 MI SOUTH OF MP-27	7	2	2	0.225	(1)	\$34,630.00	(2)	N/A	4-lane PMT underway by consultant, CH2M Hill
PRIMARY	4.983	6	JOHNSON	IOWA 1	BUCHMAYER BND @ MP-91 (Just NE of Iowa City)	~0.2 MI SOUTH OF 210TH ST @ MP-96 (Just south of Solon)	10	2	3	0.223	(1)	\$49,830.00	(2)	2010	A project is under construction to add 6 ft. paved shoulders and right and left turn lanes at Rapids Creek Rd. Morse Rd. and Newport Rd. in addition to improving the slops of the bed and extending the pipes and upgrading the guardrails and other safety features.
PRIMARY	6.114	2	WINNESHIEK	US 52	CO RD B16 @ MP-142 (Just north of Calmar)	~0.8 MI SW OF DECORAH CORPORATE BOUNDARY AND ~0.1 MI NORTH OF MP-148	12	0	2	0.218	(1)	\$61,140.00	(2)	2012	Winneshiekie US 52, MP 142-148, will be within the project limits of Winneshiekie NHSX-052-5(36)—3H-96, a 3R project we are planning to develop for FY 2012. Cross-Centerline crashes are something we will need to look at in development of this project.
PRIMARY	4.192	6	IOWA	US 151	220TH TRL AND ~0.2 MI SOUTH OF MP-11 (East of Marengo)	BENTON/IOWA CO LINE AND ~0.1 MI NORTH OF MP-15	8	1	4	0.212	(1)	\$41,920.00	(2)	2005-2010	IDOT paved the shoulders about five years ago and a safety study is being finalized.
PRIMARY	5.464	3	SIOUX	US 18	FIR AVE AND ~0.1 MI WEST OF MP-21 (East of Rock Valley)	~0.5 MI EAST OF US 75 AND ~0.2 MI EAST OF MP-26 (West of Hull)	10	0	2	0.203	(1)	\$54,640.00	(2)		3R Asphalt Overlay and Widening (shoulder and rumble strips)
PRIMARY	3.879	6	CLINTON	US 67	SCOTT/CLINTON CO LINE AND ~0.2 MI SOUTH OF MP-25	~0.1 MI SW OF 400TH AVE AND ~0.3 MI NE OF MP-29 (South of Camanche)	7	4	1	0.201	(1)	\$38,790.00	(2)		
PRIMARY	3.908	5	LOUISA	US 61	~0.8 MI NORTH OF CORPORATE BOUNDARY OF WAPELLO @ MP-69	~0.6 MI SOUTH OF 145TH ST @ MP-73 (Just south of Grandview)	7	0	0	0.199	(1)	\$39,080.00	(2)		
PRIMARY	8.529	2	CLAYTON	US 18	135TH ST. AND ~0.5 MI NW OF MP-293 (Just south of Monona)	IA 76 @ MP-0 (Just west of McGregor)	15	2	4	0.195	(1)		(2)	2006	was recently improved as part of a FY 2006 3R project, NHSN-018-9(83)—2R-22.
PRIMARY	4.967	4	DALLAS	IOWA 44	~0.2 MI EAST OF S AVE AND ~0.1 MI EAST OF MP-97 (Just east of Dallas center)	~0.7 MI WEST OF DALLAS/POLK CO LINE AND ~0.2 MI EAST OF MP-102	8	2	0	0.179	(1)	\$49,670.00	(2)		
PRIMARY	3.768	2	CERRO GORDO	US 65	~0.2 MI NORTH OF 300TH ST @ MP-200 (North of Mason City)	CERRO GORDO/WORTH CO LINE AND ~0.2 MI SOUTH OF MP-204	6	1	1	0.177	(1)		(2)	2009	was recently improved as part of HSIP-65-8(53)—2H-17, let and constructed in 2009.
PRIMARY	13.612	6	BENTON	US 30	BENTON/TAMA CO LINE @ MP-218	~0.2 MI WEST OF U.S. 218 AND ~0.2 MI WEST OF MP-232 (south of Vinton)	21	2	9	0.171	(1)	\$136,120.00	(2)		US 30 is in the planning stage to widen to 4 lanes cross section.
PRIMARY	5.333	1	MARSHALL	US 30	FAIRMAN AVE AND ~0.2 MI EAST OF MP-174 (Just west of State center)	~0.3 MI EAST OF KNAPP AVE AND ~0.1 MI EAST OF MP-179 (Just west of Marshalltown)	8	0	3	0.167	(1)	\$53,330.00	(2)		
PRIMARY	4.064	3	IDA	US 20	~0.3 MI WEST OF ALPINE AVE @ MP-40 (East of Cushing)	~0.1 MI EAST OF EAGLE AVE @ MP-44 (West of Holstain)	6	0	1	0.164	(1)	\$40,640.00	(2)		US 20 Reconstruction after 2015
PRIMARY	8.214	5	WAPELLO	US 34	MONROE/WAPELLO CO LINE AND ~0.2 MI EAST OF MP-177	170TH AVE @ MP-185 (West of Ottumwa)	12	0	4	0.162	(1)	\$82,140.00	(2)		
PRIMARY	6.921	6	BUCHANAN	IOWA 150	~0.7 MI NORTH OF 140TH ST AND ~0.35 MI NORTH OF MP-43 (Just south of Hazleton)	~0.4 MI NORTH OF 200TH ST AND ~0.3 NORTH OF MP-50 (Just north of Independence)	10	0	3	0.161	(1)	\$69,210.00	(2)	2011	Part of project HSIPX-150-3(65)—3L-10. Curve located 4.5 miles North of Independence is Proposed to LET in Oct. 2011
PRIMARY	5.016	2	WINNEBAGO	IOWA 9	190TH AVE @ MP-159 (East of Forest City)	WINNEBAGO/WORTH CO LINE @ MP-164	7	1	2	0.155	(1)		(2)		
PRIMARY	8.623	1	MARSHALL	IOWA 14	~0.2 MI SOUTH OF 182ND ST @ MP-105 (Just north of Marshalltown)	GRUNDY/MARSHALL CO LINE AND ~0.45 MI SOUTH OF MP-114	12	0	4	0.155	(1)	\$86,230.00	(2)		
PRIMARY	4.338	3	SIOUX	US 75	~0.35 MI SOUTH OF 360TH ST AND ~0.45 MI SOUTH OF MP-142 (North of Sioux Center)	320TH ST AND ~0.9 MI NORTH OF MP-145 (West of Hull)	6	0	1	0.154	(1)	\$43,380.00	(2)		
PRIMARY	5.387	1	MARSHALL	IOWA 14	~0.3 MI NORTH OF 315TH ST AND ~0.1 MI SOUTH OF MP-92 (North of Laurel)	~0.1 MI NORTH OF 260TH ST AND ~0.3 MI NORTH OF MP-97 (South of Marshalltown)	7	0	2	0.144	(1)	\$53,870.00	(2)		
PRIMARY	7.71	1	WEBSTER	US 169	~0.1 MI SOUTH OF 175TH ST AND ~0.5 MI NORTH OF MP-160 (Just north of the NW border of Fort Dodge)	WEBSTER/HUMBOLDT CO LINE AND ~.2 MI NORTH OF MP-168	10	0	6	0.144	(1)	\$77,100.00	(2)		
SECONDARY	4.705	5	MARION	HWY T15	OLD HWY 92 (East of Knoxville)	~0.04 MI SW OF RED ROCK RESERVOIR (South from the SW border of Pella)	6	1	1	0.142	(1)	\$47,050.00	(2)		

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PRIMARY	17.283	4	POTTAWATTAMIE	US 6	~0.4 MI EAST OF HACKBERRY RD @ MP-9 (East of Council Bluffs)	~0.15 MI WEST OF 400TH ST AND ~.25 MI EAST OF MP-26 (West of Oakland)	22	0	7	0.141	(1)	\$172,830.00	(2)		
PRIMARY	5.732	4	UNION	US 34	ADAMS/UNION CO LINE AND ~0.1 MI EAST OF MP-76	~0.2 MI NORTH OF 190TH ST AND ~0.2 MI SOUTH OF MP-82 (South from SW border of Creston)	7	0	4	0.136	(1)	\$57,320.00	(2)		
PRIMARY	9.885	5	MARION	IOWA 14	~0.2 MI NORTH OF HWY G44 AND ~0.1 MI SOUTH OF MP-46 (North of Knoxville)	~0.5 MI NORTH OF BRIGGS ST AND ~0.2 MI SOUTH OF MP-56 (South of Monroe)	12	0	2	0.135	(1)	\$98,850.00	(2)		
PRIMARY	9.232	5	DES MOINES	US 61	UPPER FLINT RD AND ~0.35 MI NORTH OF MP-44 (North of Burlington)	210TH ST AND ~0.45 MI SOUTH OF MP-54 (South of Mediapolis)	11	0	5	0.132	(1)	\$92,320.00	(2)	2009	Resurfaced last year with 4' paved shoulders with paved shoulder rumbles.
PRIMARY	5.282	6	JACKSON	IOWA 64	~0.45 MI WEST OF 82ND AVE AND ~0.3 MI WEST OF MP-26 (east of Baldwin)	~0.5 MI WEST OF 24TH ST @ MP-31 (East of Maquoketa)	6	0	1	0.126	(1)		(2)	2006	HMA widened and resurfaced in 2006.
PRIMARY	9.038	6	BUCHANAN	IOWA 150	BENTON-BUCHANAN CO LINE @ MP 29	~0.2 MI NORTH OF 252ND ST @ MP-38 (South of Independence)	10	0	3	0.123	(1)	\$90,380.00	(2)		
PRIMARY	5.531	5	LOUISA	IOWA 92	~0.2 MI EAST OF 140TH ST AND ~0.35 MI WEST OF MP-254 (East of Fredonia)	~1.0 MI WEST OF GRANDVIEW CORPORATE BOUNDARY AND ~0.2 MI EAST OF MP-259	6	1	2	0.121	(1)	\$55,310.00	(2)		
PRIMARY	6.63	5	MONROE	US 34	~0.4 MI EAST OF 205TH TRL AND ~0.2 MI EAST OF MP-170 (East of Albia)	MONROE/WAPELLO CO LINE AND ~0.2 MI WEST OF MP-177	7	0	3	0.117	(1)	\$66,300.00	(2)		
SECONDARY	7.694	5	JEFFERSON	PLEASANT PLAIN RD	~0.3 MI NORTH OF 185TH ST (North of the NE border of Fairfield)	~0.15 MI NORTH OF 127TH ST (South of Plesant Plain)	8	1	2	0.116	(1)	\$76,940.00	(2)		
PRIMARY	5.978	2	WINNESHIEK	IOWA 9	~0.2 MI NORTH OF CENTENNIAL RD AND ~0.1 MI SOUTH OF MP-264 (South of the SE Border of Decorah)	ALLAMAKEE/WINNESHIEK CO LINE ~0.15 MI EAST OF MP-270	6	1	2	0.112	(1)		(2)		
PRIMARY	6.048	3	CLAY	US 71	~0.3 MI NORTH OF CLAY/BUENA VISTA CO LINE AND ~0.4 MI NORTH OF MP-188	~0.5 MI SOUTH OF 440TH ST AND ~0.5 MI SOUTH OF MP-195 (South of Greenville and Rossie)	6	0	1	0.110	(1)	\$60,480.00	(2)		
PRIMARY	10.088	5	MARION	IOWA 5	~0.2 MI SE OF SW RAMP CURVE IOWA 5/92 AND ~0.2 MI NW OF MP-60	~0.4 MI NW OF VAN BUREN DR @ MP-50 (North of Marysville)	10	3	1	0.110	(1)	\$100,880.00	(2)		
PRIMARY	6.325	4	UNION	IOWA 25	DOGWOOD AVE @ MP-39 (West of Creston)	ADAIR/UNION CO LINE AND ~0.4 MI NORTH OF MP-45	6	0	3	0.105	(1)	\$63,250.00	(2)		
PRIMARY	11.614	1	TAMA	US 30	~0.5 MI EAST OF M AVE AND ~0.45 MI EAST OF MP-206 (East of Tama)	BENTON/TAMA CO LINE AND IOWA 21 @ MP-218	11	1	3	0.105	(1)	\$116,140.00	(2)		
PRIMARY	6.826	2	HANCOCK	US 18	~0.1 MI EAST OF KENT @ MP-154	US 69 AND ~0.1 MI WEST OF MP-161 (West of Garner)	6	0	1	0.098	(1)	\$68,260.00	(2)		
PRIMARY	8.06	4	MADISON	US 169	~0.7 MI NORTH OF CUMMING RD AND ~0.5 MI SOUTH OF MP-73 (North of Winterset)	DALLAS/MADISON CO LINE AND ~0.4 MI SOUTH OF MP-81	7	0	1	0.096	(1)	\$80,600.00	(2)		
PRIMARY	9.291	5	WASHINGTON	IOWA 1	~0.2 MI NORTH OF 230TH ST @ MP-57 (North of Washington)	~0.25 MI SOUTH OF 133RD ST AND ~0.4 MI NORTH OF MP-66 (South of Kalona)	8	2	3	0.096	(1)	\$92,910.00	(2)		
PRIMARY	7.234	6	IOWA	IOWA 220	U.S. 6 AND MP-0 (West of Marengo)	U.S. 151/42ND AVE AND ~0.8 MI EAST OF MP-7	6	1	0	0.092	(1)	\$72,340.00	(2)		IDOT has added paved shoulders and replaced some shoulders in the flood area in the last few years.
SECONDARY	8.452	6	BUCHANAN	BAXTER AVE	~1 MI NORTH OF JESUP CORPORATE BOUNDARY	~0.2 MI SOUTH OF 112TH ST (South of Fairbank)	7	0	1	0.092	(1)	\$84,520.00	(2)		
PRIMARY	7.38	5	WASHINGTON	IOWA 1	~1.0 MI NE OF BRIGHTON CORPORATE BOUNDARY AND ~0.55 MI NORTH OF MP-45	~1.3 MI SW OF WASHINGTON CORPORATE BOUNDARY @ MP-53	6	0	1	0.090	(1)	\$73,800.00	(2)		
PRIMARY	7.576	3	CRAWFORD	US 59	CRAWFORD/SHELBY CO LINE AND ~0.3 MI NORTH OF MP-91	~0.1 MI NORTH 260TH ST AND ~0.1 MI NW OF MP-99 (North of Denison)	6	2	2	0.088	(1)	\$75,760.00	(2)		
PRIMARY	11.902	6	JOHNSON	IOWA 1	JOHNSON/WASHINGTON CO LINE @ MP-70	MAIER AVE AND ~0.1 MI WEST OF MP-82 (South of SW Border of Iowa City)	9	1	2	0.084	(1)	\$119,020.00	(2)		
PRIMARY	7.977	5	MAHASKA	US 63	220TH ST AND ~0.4 MI NW OF MP-66 (North of Oskaloosa)	~1.0 MI SOUTH OF NEW SHARON CORPORATE BOUNDARY AND ~0.35 MI NORTH OF MP-74	6	1	3	0.084	(1)	\$79,770.00	(2)	2010	It was resurfaced during FY 2010 with 2' wide paved shoulders with paved shoulder rumbles.
PRIMARY	9.491	5	MUSCATINE	IOWA 22	ELDER AVE AND ~0.4 MI WEST OF MP-59 (East of Nichols)	~0.6 MI EAST OF SEVEN SPRINGS RD @ MP-68 (West of Muscatine)	7	0	2	0.082	(1)	\$94,910.00	(2)		
PRIMARY	8.695	3	SIOUX	US 18	LYON-SIOUX CO LINE @ MP-8	~0.3 MI WEST OF DOVE AVE @ MP-17 (West of Rock Valley)	6	0	2	0.077	(1)	\$86,950.00	(2)		Being considered for 3R but outside current 3-year
PRIMARY	11.639	6	BENTON	US 218	US 30 @ MP-232 (Between Van Horne and Newhall)	~1.1 MI SOUTH OF VINTON CORPORATE BOUNDARY AND ~0.2 MI SOUTH OF MP-146	8	2	1	0.076	(1)	\$116,390.00	(2)		
PRIMARY	9.73	3	WOODBURY	US 20	~ MI WEST OF JASPER AVE @MP-22 (East of Merville)	~1.0 MI WEST OF CORRECTIONVILLE CORPORATE BOUNDARY AND ~0.2 MI WEST OF MP-32	6	0	3	0.069	(1)	\$97,300.00	(2)		
PRIMARY	12.075	2	WINNESHIEK	US 52	~1.08 MI NE OF CITY OF DECORAH AND ~0.4 MI NORTH OF MP-153	MINNESOTA STATE LINE	7	0	2	0.064	(1)		(2)	2002	This corridor was improved as part of FY 2002 3R project NHSX-52-5(30)—3H-96.
PRIMARY	10.813	6	IOWA	US 6	~0.7 MI EAST OF N AVE AND ~0.5 MI EAST OF MP-223 (East of Marengo)	JOHNSON COUNTY LINE AND ~0.2 MI EAST OF MP-234	6	1	1	0.062	(1)	\$108,130.00	(2)		
PRIMARY	16.556	1	BOONE	IOWA 17	~0.5 MI NORTH OF 260TH ST AND ~0.3 MI NORTH OF MP-16 (North of Luther)	HAMILTON/BOONE CO LINE AND ~0.2 MI SOUTH OF MP-33	9	0	3	0.060	(1)	\$165,560.00	(2)		
PRIMARY	11.213	2	ALLAMAKEE	IOWA 9	~1.3 NE OF WAUKON CORPORATE BOUNDARY AND ~0.3 MI NORTH OF MP-281	~1.3 MI WEST OF LANSING CORPORATE BOUNDARY AND ~0.45 MI WEST OF MP-293	6	0	2	0.059	(1)		(2)	1992	This corridor was last resurfaced in 1992.

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PRIMARY	13.086	1	GRUNDY	IOWA 14	~0.4 MI SOUTH OF 320TH ST AND ~0.2 MI NORTH OF MP-115 (North of the NW Border of Conrad)	~1.0 MI WEST OF GRUNDY CENTER CORPORATE BOUNDARY AND ~0.4 MI EAST OF MP-128	7	0	3	0.059	(1)	\$130,860.00	(2)		
PRIMARY	19.63	2	ALLAMAKEE	IOWA 76	~0.08 MI NW OF DUNDEE DR AND ~0.2 MI NW OF MP-27 (South of Waukon)	ALLAMAKEE/CLAYTON CO LINE AND ~0.45 MI NORTH OF MP-7	8	0	2	0.045	(1)		(2)	1995	This corridor was last resurfaced in 1994-95.
PRIMARY	15.576	1	TAMA	US 63	~0.25 MI NORTH OF HWY E43 AND ~0.4 MI NORTH OF MP-121 (North of Toledo)	~0.8 MI EAST OF O AVE AND ~0.2 MI EAST OF MP-137 (West of Traer)	6	0	1	0.043	(1)	\$155,760.00	(2)		

Total Miles = 479.842

* Included in TOTAL MULTI-VEHICLE CROSS CENTERLINE (MVCC) CRASHES.

ROADWAYS INCLUDED

- 1. Rural, primary two-lane
- 2. Paved secondary
- 3. Must be at least one-mile away from an incorporated area boundary.

QUALIFYING CONDITIONS

- 1. Multiple vehicle cross centerline crashes (MVCC).
- 2. More than 2.5 times statewide average MVCC crash density.
- 3. At least six MVCC crashes during analysis period.

STATEWIDE AVERAGE = 0.016 MVCC CRASHES/MILE/YEAR

Footnotes:

- (1) Installing Centerline Rumble Strips if >= 3000 ADT or on top 5% List and pavement is in good condition (Iowa DOT Design Policy).
- (2) Possible impediments are unknown until after a study is completed.